

# Gateway Gazette

**Gateway Riders BMW Club  
The Legendary Riders of the Midwest**



**April 2015**

Volume 43, Number 2  
Gateway Riders BMW Club  
www.gatewayriders.com



## Hello Club Members!

Al Schroer, President

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Deadline for the next issue is  
June 12, 2015. The *Gazette* is  
published in February, April,  
June, August, October and

This club is amazing. We have had a number of winter time activities with absolutely wonderful turnouts. Our Christmas party was well-attended and a great success, the Super Bowl party was a fun night.

We had a beautiful day for our St Pat's Party with club members enjoying holiday-appropriate fare on the patio and in the lovely home of Chris and Peggy Kerchoff. We have had several club rides this winter with large attendance. On a recent ride to Hermann, we had almost a third of our group female! I am so impressed with the attendance at club meetings and just the general feel of what we are about. We are being a club and doing what we are supposed to do. We ride motorcycles and we have social activities. It's as simple as that. And we are doing it. I am proud of the group, the camaraderie, the atmosphere, the whole image.

Our raffle bike is coming together nicely as we are in the process of getting it wrapped up for a photo shoot. A few of us took a trip to Dave Clark's Forever Endeavor to assess the progress we have made. We are in the final stage of the restoration and we should have a coming out party soon. Kind of like a spring prom?

Spring is upon us and the weather is perfect for riding, not too hot and not too cold. I must say I have been doing more riding at lower temps this winter than I ever imagined. I was a 50+ temperature guy for many years. With a new Gerbings heated jacket from Gateway BMW, I am now definitely riding at 40 degrees or above, with several morning excursions starting out in the 30's! Its all been great and I no longer worry about getting cold and miserable. Just turn it up!

I have been on some fabulous roads around our St. Louis area this winter and I love new scenery. We are so lucky to live in an area with such great terrain to make our rides interesting. I'm a native here but I have been on more roads that I have never experienced before this year. An impromptu ride from Fenton to Pacific to Dave Clark's put us in some terrific scenery including rocky bluffs, green valleys, two-lane twisties with some hills thrown in, a wild and overflowing Meramec River, and very little traffic. Ninety miles of fun stuff.

I am off to the Gateway BMW Open House for a lazy Saturday of food and fun. I know I will see you there, it's what we do. We are a great club!

—Al

**On the Cover:** Rich Race performs a leak down test on his K bike at the last Tech Day. Photo by Marilyn Roberts.

# Late Spring/Early Summer 2015 Events Calendar

Compiled by Jeff Ackerman, Events Director

*Note: The ride starting points depend on the direction we are going.*

**NORTH:** **NEW LOCATION** – The QuikTrip at 2791 Dunn Rd.; it's the QuikTrip at New Halls Ferry and Dunn [the other (north) side of I-270 from the old location at the Home Depot].

**SOUTH:** The McStop at Pevely (Exit 180 off I-55 at Z) OR the south end of the Dierbergs grocery on Hwy. 21, just south of I-270 (on the left hand or east side of 21 at the first light).

**WEST:** The QuikTrip off I-70 (exit 222) by I-370 at Mid Rivers Mall (on the north side in St. Peters); or the BP just south of Hwy. 40 (I-64) on Long Rd.; or the QuikTrip in Eureka, just south of I-44 (exit 264) on 109.

**EAST:** The Dierbergs on 21 (south) or QuikTrip at 2791 Dunn (north) – See above.

Shop Rides: Forever Endeavor has shop rides every third Saturday of the month, typically meet at 8:00/leave 8:15 (next rides are May 16 and June 20), followed by a hearty breakfast. Meet at the new shop at 518 East Osage, in Pacific, MO 63069. 636-257-8343.

**NOTE:** Close to summer, we are going to try some impromptu weeknight dinner rides. We will send out an e-mail on when and where to meet and get it posted on the web.

\* April 18: (Saturday) Phil is leading a ride to the Midway Bar and Grill in Weingarten. Meet at the McStop at Pevely (see above) at 9:00/leave at 9:30. Phil Sulfstede, 314-910-9663.

April 19: Washington, MO is sponsoring a new motorcycle rally/show downtown from 11am to 4 pm. “The location is in a parking lot at the corners of Main Street and Cedar Street in the heart of downtown. J&W Cycles will be on display with almost every major brand. Bikers who show up at the event will be asked for a five dollar donation to show their bike in the parking lot. All of the funds that are collected from this donation will go directly to benefit the Franklin County United Way. We would love to have your club or any riders who would be interested at the event for good music, good food and great bikes.”

\* April 26: Progressive Dinner – Our most popular ride is on the last Sunday in April. See maps and info elsewhere in this newsletter. Breakfast (8 a.m.) – Phil Sulfstede and Mary Baker; Soup – Larry and Sharon Floyd; Salad – Dave and Tracy Anderson; Main Dish – Cathy and Dave Bissell; Dessert – Marilyn and Bill Roberts.

\* May 1-3: 25<sup>th</sup> Georgia Mountain Rally at the Georgia Mountain Fairgrounds Music Park in Hiawassee, GA, off Highway 76W. See if your rain gear works.

\* May 3: Ron Bier is leading a south county ride ending with lunch in Washington. He knows all the great little backroads. Meet at the Pink Elephant on Hwy. 141 and Schneider Rd.; just north of Hwy. 21 and across the road from the QuikTrip at 9:30/leave at 10:00 . Ron Bier 314-623-1363.

\* May 9: Take an all-day ride with the Rally Master, ending at the Bixby General store. Meet at the McStop at Pevely at 8:30/9:00. Larry Floyd 314-223-5192.

\* May 15-17: 2015 European Road Riders Rally; a nice rally in Burkesville, Ky., put on by the Nashville club. The club has several people going; contact Larry Floyd or Jeff Ackerman.

\* May 17: Strawberry and Chicken Festival in Ruma, Il. The Tech Director is leading the ride again this year. Meet at the Dierbergs grocery (see above) at 9:00/leave 9:30. NOTE – No GS group this year unless someone wants to lead a group down the levee roads. Dave Leligdon 314-575-9454.

Continued on next page

\* May 20: Wednesday General Meeting at Miss Sheri's at 9967 Manchester Road, St. Louis, Mo. 63122. When you come through the doors, the meeting room is to the left. They need us out earlier, so arrive no later than 6:30 if you plan on eating. Meeting starts at 7:15 p.m. sharp.

\* May 22 – 24: 26<sup>th</sup> “Great Chicken Rally; THEY’RE BACK for 2015! “After a year’s absence come join us at a new “Chicken Rally” venue in the beautiful Sequatchie Valley (Coke Ovens Historical Park Mountain View Circle) in Dunlap, Tenn.” Info at [www.bmwmoal.org](http://www.bmwmoal.org).

\* May 23 (Sat.): Ride to Broussard's for Cajun food in Cape Girardeau. Meet at the McStop at Pevely (see above) at 8:00/leave 8:30. Phil Sulfstede, 314-910-9663.

\* May 31: Rider’s Choice – Maybe try a ride to the west like River’s Edge, or Hermann, or Mexican in Montgomery City, or wherever suits your fancy. Meet at the BP on Long Rd. at 9:00/leave 9:30. Ride leader needed.

\* May 29 – May 31: Be sure to attend the 36<sup>th</sup> Land of OZ Rally and make Don Hamblin happy. He has found a great new venue and says that Dorothy and Amelia Earhart have teamed up to move the "Land of Oz" to Warnock Lake, Atchison, Kansas! Rediscover the "Land of Oz" and discover a Kansas you never knew existed! The club will have several people going. Updates and info: [www.kcbmwmc.com](http://www.kcbmwmc.com).

☑\*June 6: Phil is leading a D-Day invasion ride to Devil’s Elbow BBQ or another great destination. Meet at the Quik-Trip in Eureka at 9:00/leave 9:30. Phil Sulfstede 314-910-9663.

☑ June 12-14: 39<sup>th</sup> Iowa Rally – At the Middle Amana Community Park, it’s a nice rally with lots to do. See [purestodge.org](http://purestodge.org) for more details. The club always has several people going.

☑ June 12-14: 43<sup>rd</sup> Missouri State Rally -Located in the city park in Crane, Mo. (approx. 30 mi. SW of Springfield, Mo. on state hwy. 413). It’s a nice little rally but can be hot. **Unfortunately, it’s a week earlier this year and conflicts with the Iowa rally.** See [www.MotoMo.org](http://www.MotoMo.org) for info.

\* June 14: Ride to MO Hicks for BBQ. Meet at the the Dierbergs (see above) at 9:00/leave 9:30. Chris Kerckhoff, 314-422-1888.

\* June 15: 23<sup>rd</sup> Annual Ride to Work Day – Let the Events Director know if you rode to work today and he will give you ride credit. This is one that the retirees (like your events director) will miss out on but I doubt that breaks their heart. However, if you ride to the hardware store or anything remotely resembling work today (even if you are retired) let me know and I will give you credit. <http://www.ridetowork.org>

\* June 20: Summer Solstice Swim Party/Barbecue/June General Meeting at the Ackerman’s. See the enclosed map. Bring a covered dish, swim trunks, and a towel (plus a chair if you can). Meet at the Ackerman’s at 1 p.m. Please RSVP by June 13<sup>th</sup> so we can get drinks, pork steaks, bratwurst, or sazizza’s for everyone – The club IS BUYING! No hotdogs unless you want them. Jeff/Mary 314-838-2161.

June 16-20: Grassroots is having a weeklong series of customer appreciation activities from June 16<sup>th</sup> to June 20<sup>th</sup>, culminating with a big event on Saturday at the dealership.

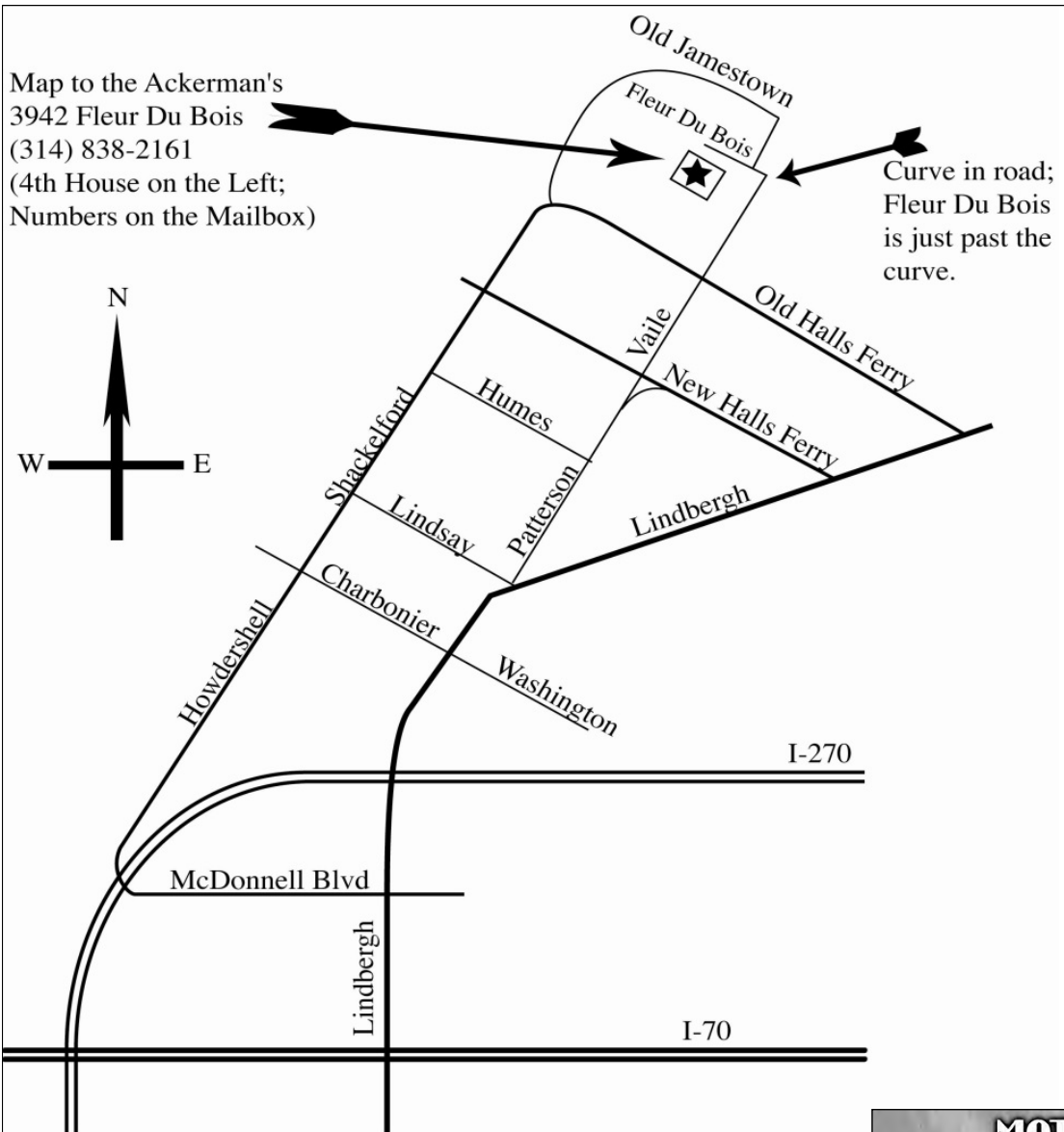
\* June 21: Celebrate the first day of summer with a nice long ride. Rider’s Choice – Ride to Clarksville, or maybe the Lighthouse restaurant, across the Mississippi Bridge at Louisiana or something in Hannibal or wherever suits your fancy. Meet at the QuikTrip in St. Peters at 9:00/leave 9:30. Ride leader needed.

\* June 28: Pack your small cooler and take a picnic ride with Phil. Meet at the QuikTrip in Eureka at 9:00/leave 9:30. Phil Sulfstede 314-910-9663.

Events that are starred \* are point events. Any motorcycle rallies greater than 200 miles away or any BMW rallies are point rides, even if not listed. Note: See the MOA magazine or website: [www.bmwmoa.org](http://www.bmwmoa.org) for more rally information.

**GR**

**Map to the Ackermans for the June Pool Party/Meeting**



Treasurer Dean Olsen requests that if you have financial business to conduct with him at a meeting, that you please do it before the meeting begins. Because we have to vacate the restaurant by 8 p.m., there is little time afterward.

**MOTORCYCLE  
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3530 PAPIN ST. LOUIS, MO 63103  
314-772-5753  
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# The Gateway Riders Welcome our Newest Members

Submitted by Cathy Bissell, Membership Director



Steve Guyot became a member in February, 2015. He works as a computer analyst. Steve rides a Kawasaki Concours.

Jim Puckett is a returning member of Gateway Riders as of February, 2015. He has a permanent home in Jackson, Mo., but currently lives and works in Midland, Mich. Jim rides a K1600GT, a GS and a scooter.



John and Pam Stansfield became members in March, 2015. Husband and wife are both riders, John on a Honda Goldwing and Pam on a Yamaha 950 V Star. **GR**

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## 2014 Mileages

Compiled by Ed Ovshak

### Overall:

Jim Shaw 18,518  
Doug Schneider 18,100  
Jeff Ackerman 17,049  
Phil Sulfstede 16,196  
Bill Graham 15,400  
Dave Bissell 15,112  
Cathy Bissell 13,716  
Dave Griffin 13,261  
Fielding Childress 12,121  
Mary Ackerman 9,217  
Larry Floyd 8,816  
Dave Anderson 8,603

### Women:

Cathy Bissell 13,719  
Mary Ackerman 9,217  
Marilyn Roberts 4,919  
Mary Shawgo 4,200  
Margo Bode 2,994  
Susan Anderson 541

### Bicycle:

George Siede 2,743  
Dean Olsen 1,109  
Dave Armstrong 116

### F & M Motorcycle Refinishing

Get 'Yer Bike Painted!

Larry Floyd/Art Mester

Email Larry at [bmwmotorfloyd@att.net](mailto:bmwmotorfloyd@att.net)

Email Art at [webam@primary.net](mailto:webam@primary.net)

BMW Motorrad  
Dealer

**Gateway BMW Motorcycles**

Address  
2690 Masterson Ave.  
St. Louis, MO 63114

**Tom Huff**  
Motorcycle Sales

Telephone  
(314) 427-9090

Cell  
(573) 701-4872

Toll Free  
(877) 221-9090

Fax  
(314) 427-9195

Website  
[www.gatewaybmw.com](http://www.gatewaybmw.com)



# Tire Pressure vs. Temperature

By Jeff Ackerman

*My apologies to Jeff. He sent this article to me last December 4 and I completely forgot to publish it in the February issue. —Marilyn.*

This article briefly describes the change in tire pressure seen when the temperature changes. The temperature change can be due to the change in ambient temperature (e.g. it is a hotter or colder day) or from the heating that naturally occurs when a tire flexes during riding.

The basic thermodynamic equation is:  $PV=nRT$

P = total pressure = atmospheric pressure (14.7 psi at sea level) + gauge pressure (from the tire gauge)

V= volume enclosed by the tire n = the number of moles of air in the tire – basically the mass of air in the tire

R is the universal gas constant which is determined by the gas in the tire (e.g. air vs. nitrogen)

T = the absolute temperature of the air in the tire (the temperature in °F + 459.6°)

A tire basically has a fixed enclosed volume and contains a set amount of air; thus with V, n, and R in the equation being fixed, the pressure is proportional to the temperature. Because of thermal expansion, tire volume will actually change slightly with temperature, but this change is very small and has a negligible impact on the measured pressure. As the tire gets hotter, the pressure increases and as it gets colder, the pressure decreases.

The table below looks at the impact of ambient temperature changes on the cold inflation temperature of a tire. The initial conditions are 68°F and the inflation (gauge) pressures shown (20 to 40 psi). The temperatures examined are 32°F and 90°F. At 32°, the temperature and thus pressure decrease 6.8%; this amounts to a decrease of 2.4 to 3.7 psi depending on the initial pressure. At 90°F, the temperature and pressure are 4.2% higher, resulting in pressure increases of 1.4 to 2.3 psi depending on tire pressure. This is why tire pressures have to be adjusted with changes in temperature to maintain the proper inflation pressure.

P gage psi	P at 68° F, psi	P at 32° F, psi	ΔP psi	Pgage at 32°F, psi	% Pressure change; ΔT= -36° F	P at 90° F, psi	ΔP	Pgage at 90°F, psi	% Pressure change; ΔT= 22°F
20	34.7	32.3	-2.4	17.6	-6.8%	36.1	1.4	21.4	4.2%
30	44.7	41.6	-3.1	26.9	-6.8%	46.6	1.9	31.9	4.2%
35	49.7	46.3	-3.4	31.6	-6.8%	51.8	2.1	37.1	4.2%
40	54.7	51.0	-3.7	36.3	-6.8%	57.0	2.3	42.3	4.2%

The other impact of temperature is the increase seen in tire pressure as the tires warm up during riding because of flexing of the tire. Recommended cold inflation pressures are set based on a number of assumptions in order to achieve the desired pressure when the tire is at the desired temperature (i.e. warm). The goal is to have a warm (but not overheated) tire that properly flexes and grips the road. Older, bias ply tires are more rigid and don't flex as much as newer radial tires and therefore won't heat up as much. There are some general rules of thumb covering the desired temperature increases that I discuss below. These tend to be general and should be taken with a grain of salt. One set of recommendations that are valid are to run your pressures on the high side when it is very hot and on the low side when it is very cold. These are valid because the higher pressure when it is hot results in less flexing and thus less heating of the already hot tire. The lower pressure when it is cold results in more flexing and thus more heating of the cold tire to bring it to a temperature where it flexes better.

Some authorities recommend letting the pressure in bias ply tires increase by 10% when warm vs. cold. However, this recommended 10% change is in the gauge reading, not the total pressure in the tire. For a 40 psig (gauge pressure reading) to increase by 10% to 44 psig requires the temperature to increase by:  $[(44+14.7)/(40+14.7)]=1.073$

Continued on next page

This corresponds to a 68°F tire heating up to 107°F  $[(1.073*(68+459.6))-459.6]$  for a temperature rise of 39°. For a dual sport tire with a 20 psig, a 2 psig (i.e. 10%) increase requires a temperature increase of only 30° to 98°F. The gauge reading will go up by more than 10% if the tire actually heats up the 39° calculated for the first tire. Any advice on % change in gauge reading should be taken with a grain of salt because of the dependence on initial pressure; the recommendation would be more valid if based on total pressure in the tire (gauge + atmospheric). Your best bet is to look for the tire manufacturer's recommendations for the specific tire on your bike.

In a similar vein, some authorities recommend letting radial tires go up by 6 to 8 psi when warm. Surprisingly, this is an absolute change in pressure rather than a % change. For a 40 psig reading at 68°F to go to 46 psig, this corresponds to a pressure ratio of 1.11 resulting in a temperature of 126°F for a 58° increase. The same 6 psi applied to a 32 psig tire (e.g. from 32 to 38 psig) corresponds to a pressure ratio of 1.128 resulting in a temperature of 136°F for a 68° temperature rise. The desired temperature rise should be determined by the tire material, not the initial inflation. Again, your best bet is to look for the tire manufacturer's recommendations for the specific tire on your bike.

Hopefully this article helps the rider understand why and how tire pressure changes with temperature. The most important thing is to check your tire pressure regularly and make sure that they are properly inflated. With the large temperature swings this time of year, as well as the generally colder winter temperatures, your tires could easily not be properly inflated. **GR**

Al's late March leisurely ride to Hermann and lunch at the Wurst Haus.





## Woo's Folly Ride      By Marilyn Roberts

It was a cold and blustery day and maybe that's why only 6 members showed up for the Woo's Folly ride to Grantfork, Ill. on February 22<sup>nd</sup>, or maybe they just forgot about it, or maybe they were down south in warm weather, or maybe they just don't like the food at Diamond Mineral Springs (eh?, you say). At any rate, 6 bodies is probably the least number ever to attend. It's usually twice that or more.

So you ask, "Why is this ride called Woo's Folly?" Phil Sulfstede explains: "Once upon a time there was a club member named Milt Woo. One day while aimlessly riding around, he came to the one-time old stage coach stop that was famous in the area for its delicious food. He sampled said food and thought 'this would be a great place to bring the other motorcycle riders to share in these delicacies as well.' So, Milt gathered all his friends and led them on a ride to Diamond Mineral Springs. But along the way, Milt got confused and wandered all around again aimlessly looking for said restaurant. After many hours he finally found his way and the large gathering of now ravenous ex friends devoured mass quantities of delectable offerings. So much so, that they ate up all the food the restaurant had on hand. The owner, delighted as he was, had nothing left to offer the throngs but pie. He ordered the chef to pile the toppings on the pies to fill these people up so that they would go home. The sky-high meringues did the trick and the crowd left happy. At the next club meeting the many good things to eat were discussed and it was decided the this would become a club tradition. And they all lived happily (and full) ever after." So there you have it.



No one rode. As is the custom when the weather is bad, we took cars. The Ackermans hauled my butt to Grantfork. Susan and Bill hauled Dave Mattis's butt to Grantfork. I am always amazed at how clean Mary's Honda is. How does she do it? She must spend all her free time cleaning it. On Pocahontas Rd. near Grantfork I said, "Well, the roads aren't too bad; they are dry and there's not much salt." I was suggesting that anyone without a cast on their right wrist and more cold hardy than I am could have ridden. Not a hundred feet later the stiff north wind had blown snow over the road—so much and for such a distance that it would have been a severe pucker factor.

If you've never been to Diamond Mineral Springs, it's a family-style restaurant. The menu and specials are posted on the walls. You can get such things as fried chicken, baked chicken, roast pork with dressing, turkey with dressing, a one-pound catfish, livers and gizzards, and other entrees I don't remember. The standard entrees are \$13.95. Bowls of pickled beets and slaw are brought to the table first. Then with the entrees the waitress brings bowls of green beans, mashed potatoes, white gravy and biscuits. They keep bringing the sides as long as you ask for them. They don't skimp on any of the food quantities. They also don't take credit cards, so bring cash money.

Because it was only 11 a.m. we were the first patrons to arrive. What to have. What to have. I like chicken livers but you get so many there. Susan thought the same and didn't order them. We should have split the entree or ordered the livers appetizer. Dave was brave and now has enough chicken livers to feed him for the next week. He specified livers only, no gizzards, so he really got a lot. Regarding gizzards Dave says, "I like them okay but it's like chewing rubberbands." Indeed. Fried chicken was the preference for most of us. I figured if I was going to be bad and eat a lot of food I might as well go whole hog and have greasy chicken, too. Eating healthy is not a reason to go to Diamond Mineral Springs. Pie is the reason.

We saw pies mounded with several inches of meringue being carried in the front door. We thought possibly that the pies are baked off-site, maybe at their sister restaurant, Blue Springs Cafe in Highland. All of us were nearing being uncomfortable from eating too much but when the waitress asked if we wanted dessert... heck, yeah! Pie all around: chocolate, lemon and coconut with lots of meringue. Fruit pies were also available.

Our plates were laid bare, the to-go boxes were full, and we were leaned back in our chairs making room for our stomachs. I said, "I'm stuffed." The waitress said, "Good, we like it that way." **GR**

# Spring Tech Day

By Dave Leligdon, Tech Guy

(Photos by Dave and Marilyn)

We had a good turnout at the Spring Tech Day on April 4<sup>th</sup>. The weather was a little cool but that did not stop Phil S from showing up early. After a cup of coffee Phil and I started on changing the fork oil on his R 100 RT. This was the simplest job of the day. As we worked the folks started to show up and quickly filled the garage and kitchen. We had plenty of rolls and coffee for the group. When Mary B arrived a little later she brought along a box of apple fritters from her favorite bakery. Thankfully the rear case on her new Triumph triple was large enough to hold the box. Photo, right, shows rear case with Jim W tightening up the GPS mount.



The fork oil change is straightforward job: Remove the drain plug at the base of the forks, open the fill plug on the top of the forks and the oil drains out. Filling with 320 ml of oil per fork completed the job.



Next up was Rich R, left. He has wanted to do a leak down test on his K bike for some time. I told him I would get the tester from O'Reilly's Autoparts and verified that we could pressurize the cylinders. Rich has been concerned about burning oil and we were thinking about replacing (adding) valve stem seals as we thought oil could be leaking past the valve stems. By doing a leak down test we would be able to determine where the oil was coming from. With the cylinder at TDC on the compression stroke, the cylinder is pressurized via the spark plug port.

If you hear air leaking into the crankcase the rings are bad. Air leaking into the air box or exhaust system would be a failure of the intake or exhaust valve face seal respectively. As Rich spent time taking off the fairing and removing the plugs I prepared the air fittings.

Rich tried to screw the hose into the plug port. It did not fit. Oops, I forgot to attach the plug throat adapter. Try it now, still no go. It was a plug thread but for the older style larger plugs. I couldn't believe that they did not include the modern smaller plug size in the kit.

I thought I might be able to drill out a used plug and connect the air hose to that. I pulled off the copper electrode at each end to the plug. There was still something preventing a thru hole. I tried to drill it out but burned two drill tips trying. Penny's son was there and he mentioned that there was a hardened slug inside the plug. Give up on that idea. Since we were stuck, Rich decided to reassemble his bike. The only positive note was that the rear plug that was normally fouled up, was clean. I'll look around and try to find the proper plug fitting so we can attempt the test at a later time.

While I was helping Rich with his bike Marilyn started on installing the new rear fender liner on her Mystic, right. Phil S pitched in to complete the job.



The lift was now free so we put Marilyn's bike on it so we could drain the fluids and start on the front brake pad replacement. I removed the plug from the oil pan and out came the cleanest used oil I have seen. Marilyn took a good-natured scolding from the group for not riding the bike enough to dirty the oil. Since the oil was as clean as it was, it was decided that replacing the oil filter would be a waste of time and a new filter. The rear drive was also drained and an inspection of the drain plug showed it free of metal shavings. Always good news, as metal shavings is an indication of a bearing failure. Marilyn and Phil took care of refilling the engine and rear drive with oil.



Jim W and Rich L were now busy working on the front brakes. Marilyn's bike is a hybrid in that it's an airhead with a K bike front end. The front calipers are hard piped to the forks and do not have to be removed to take out the pads. It took us a while to realize this and a quick look at the manual indicated that a pin locked in with a spring clip had to be removed. Once removed the pads were easily removed and replaced. Another job well-done by the tech day work crew.

On a final note, Art (pimp your bike) Belt showed up with a few new features on his bike. Already the nicest R1200 RT on the block, Art added the finishing touches by powder coating the wheels black with the added red rim stripe. And inspired by Chris K art work, decals were installed on the side of tank and rear cases. Very nice.

Thanks to everyone for showing up. Hope you had a good time and learned something. **GR**

# News and Information from American Motorcyclist Magazine

Compiled by Jim Shaw

## Fee Free days on Public Lands

4/18-19: At National Park Service Properties.

5-13: Nat. Get Outdoors Day at US Forest service properties

8-25: Nat. Park Service Birthday at National Park Service Properties.

9-26: Nat. Public Lands Day at: National Park Service, Bureau of Land Management and Forest Service.

10-11: Nat. Wildlife Refuge Week, amenity fees waived at properties managed by the Fish & Wildlife Service.

AMA supports Senate Bill 577 “the Corn Ethanol Mandate Elimination Act of 2015.

“To help curtail the spread of potentially harmful E15 gas blends to service stations across the country.”

Introduced by 3 Senators, two Republicans and one Democrat.

## Blindspot Monitoring Systems

“A study of motor-vehicle safety systems by AAA found that motorcycles are detected 26 percent more slowly than a typical car.” BMW is one of three auto makers that said their systems were tested with motorcycles and were designed to detect them.

Senate report exposes V2V (vehicle to vehicle) vulnerabilities.

Hackers could take control of cars and even unlock doors.

Sound like “Person of Interest” computers to me.

AMA is urging lawmakers and regulators to make new technology safe and secure.

NHSTA says helmet use increased by 4 percent in 2014.

Two auto drivers, one from Pennsylvania and the other from North Carolina are being held accountable for killing motorcycle riders.

A motorcycle movie “Sit Stay Ride” is available online at [www.sidecardogs.com](http://www.sidecardogs.com). Dogs and sidecars are featured.

Polaris Industries, the makers of Victory and Indian, are now AMA business members.


Owners may apply for AMA affinity membership cards.

Why aren't BMW cards offered? I'll try to find out why – Jim.

Ride Aware, Be Noticed, Be Safe.

Motorcycle Awareness month campaign alerts motorists, encourages rider safety.

Distracted driving and Rider Conspicuity are the two prime topics discussed. **GR**

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# Not Exactly a Motorcycle Story

By Dave Armstrong

As you will read below from my bio on the Cancer Support Community of Greater St. Louis (CSC) website, this recent phase of my life has been quite consuming:

2015 Ambassador

David Armstrong



*After having learned that I had prostate cancer in April 2014, I felt rather numb or indifferent. My urologist explained it to me in an understanding and not-so-urgent manner. After all, I knew that one of my grandfathers had had this, and I had heard of cancer as long as I could remember.*

*What very much increased my anxiety was what I learned during a consultation with a radiation oncologist. Now, it was time for me to do my homework – to learn about this cancer and the possible treatments. I had decided that my method of treatment was to be one of optimum nutrition and increased physical exercise.*

*After having Googled prostate cancer, one of the results was “The Cancer Support Community” (CSC). I visited its website, feeling comfort and relief from what I read of its offerings/ services.*

*I attended my first prostate cancer networking support group in early June. What a mind-opening opportunity! I heard firsthand experiences, from men in various stages of treatment. This education was, and still is, invaluable!*

*Since this first visit to the CSC, I have taken advantage of several offerings: mindfulness meditation, nutritional cooking, Sanctuary (meditation) and yoga, just to name a few.*

*The CSC offers so much for those of us dealing with this dreaded disease. The staff is the greatest, and equally are the group and class leaders and volunteers! Spreading the word about the CSC is something I do whenever possible. I’m forever grateful for the help and support this organization has given me.*

*In closing, I must express a heartfelt thank you to those whose financial support allows the CSC to offer so much, to so many.*

Some of you have probably heard of the CSC’s annual “Steps For Hope” event at Creve Coeur Lake Park (Saturday, May 16). This year is my first exposure to it, as I proudly volunteered to be one, of their two Ambassadors. Quite possibly, you could have taken advantage of the services/offerings of the CSC at one point in your life.

I want to extend a warm invitation to all Gateway Riders members, their families and friends, to either participate by walking on my team (Kindred Spirits), or by making a tax-deductible donation to the CSC of Greater St. Louis. Thousands have greatly benefited from these free offerings in the St. Louis community.

Please feel free to contact me with any questions, concerns or comments. The “Steps For Hope” event would be an even better time, if some of the Gateway Riders were to participate!

All The Best..!!

Home phone: 314-839-4649

[dwarmstr@swbell.net](mailto:dwarmstr@swbell.net)

Walk Team Registration/Donation:

<http://www.cancersupportstl.org/Home/tabid/36/Default.aspx>

Ambassadors: <https://www.cancersupportstl.org/SupportCSC/FundraisingEvents/STEPSFORHOPE/AmbassadorsandHonoraryChairs/tabid/268/Default.aspx> **GR**

# Progressive Dinner Maps

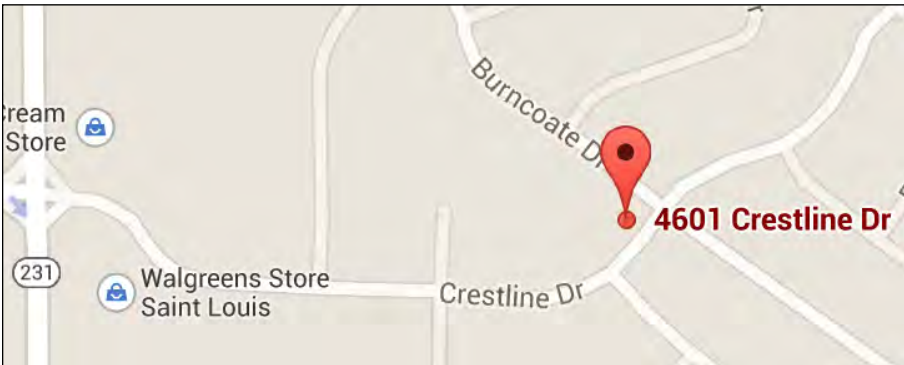
**Event Date: April 26, 2015**

You may begin at any stop. To estimate when to arrive, figure about 2 hours at each stop with Breakfast beginning at 8 a.m.



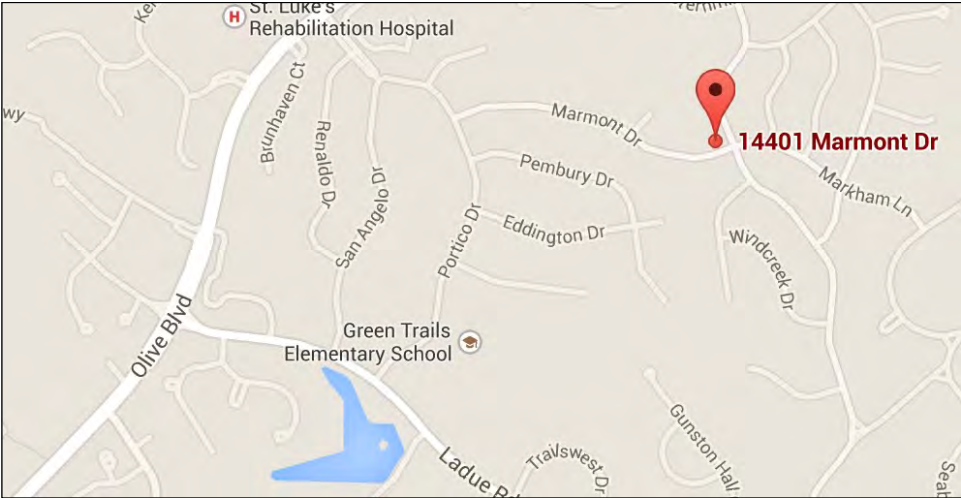
## Stop 1: Breakfast (8 a.m.)

Phil Sulfstede/Mary Baker  
675 Gateswood Dr.  
Florissant, MO 63033  
314-838-9179



## Stop 2: Soup

Larry and Sharon Floyd  
4601 Crestline Dr.  
Mehlville, MO 63129  
314-892-7012



## Stop 3: Salad

Dave and Tracy Anderson  
14401 Marmont Dr.  
Chesterfield, MO 63017  
978-395-5555



## Stop 4: Main Dish

Cathy and Dave Bissell

7038 Wedgewood Dr.

Cedar Hill, MO 63016

636-274-4741



## Stop 5: Dessert

Marilyn and Bill Roberts

1468 Timberlake Manor Pkwy.

Chesterfield, MO 63017

314-591-5097

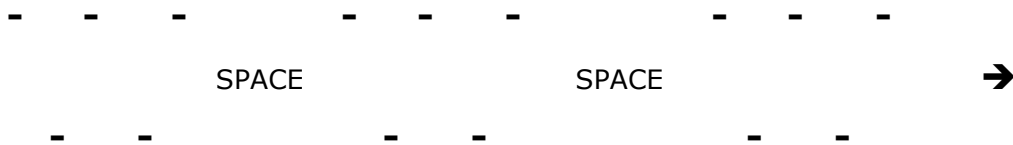
House is the second 3 car garage on the left. Only bikes in the driveway. Cars park on the street **on the house side only** (the road is an entry road and not wide enough for cars parked on both sides).

# Group Ride Guidelines

Preparation: Have a full tank of gas, dress appropriately, bike in good state of repair - including correct tire pressure. Arrive in time for the pre-ride meeting. (15 minutes prior to leaving). Provide the ride leader your name and emergency contact information.

1. You are responsible for your own safety. Do not cause any hazards to others. If at any time you do not feel the ride is being conducted in a safe manner, be sure the sweep rider sees you leaving the group and find your own way to the destination. Have a map or GPS to find your way.
2. If you leave the ride for any reason, pull over where the sweep rider can see you. They will stop and you can advise them of your intention to leave the group.
3. Do not rely on other riders' actions to judge if it is safe for you to pass, pull out, etc. Make sure that *you* have adequate room and there is space for you in front of the vehicle you will pass.
4. You are responsible for keeping the rider behind you on the route. This means that if you make a turn and cannot see them, you must wait where they will see you before you proceed. You need to balance this with safety and pick a spot to wait that doesn't expose you to danger.
5. Ride staggered when appropriate. Minimum following distance is 1 second to the rider staggered in front of you and 2 seconds to the rider directly in front of you. Don't weave around in stagger formation, stay in position, either left or right of center. If the road gets curvy or the speed of the group increases, allow additional following distance or ride single file. Group size: 5-7 optimum. Lead at left of lane. Do not reverse directions unless necessary.

Groups may be broken into smaller sub-groups, if necessary:



6. Do not pass other riders in the group. If you wish to move ahead or back within the group, wait for a stop and work it out with those around you. The group leader is always first and the sweep is always last. They may occasionally move to center of lane for visual checks.
7. Do not block intersections, run red lights, or stop signs. Others will wait across intersection.
8. The club strongly urges you to refrain from the use of alcohol or illicit or prescribed drugs or substances that could impair your abilities before and during the ride event.
9. Point out hazards with a hand or foot to warn other riders, but keep your visual focus on a safe path.
10. If you have a guest, please inform them of the road rules and ask them to ride in the position immediately behind the ride leader's motorcycle.
11. If you're not going on the ride, leave helmet off and wait until the group is out of sight before leaving. **GR**

# The Gateway Gazette

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